

Official Offenders of Reckless Driving Through City Streets

More Than Two Hundred Deaths in First Ten Months of This Year--U. S. Mail Auto Truck Chauffeurs Conspicuous for Fast Driving

DURING the period from January 1 to October 26 231 persons were killed by automobiles in the streets of the boroughs of Manhattan, The Bronx, Kings, Queens and Richmond. Not a person operating any of these machines has been sent to prison as an example to others.

The greater part of these fatalities have been due to cars owned by individuals, but others are chargeable to automobiles operated in the service of the United States Government or of the city of New York, and all have occurred under conditions which have no excuse for reckless and fast driving.

Among the worst offenders have been the chauffeurs of automobiles operated by the Postal Transfer Service, Inc., which has the contract to transport the United States mails in this city, and by its predecessor, the New York Mail Company, which had the contract until September 1.

Since June 1, when the Federal ordinance went into effect, there has been a speed limit for automobiles of fifteen miles an hour, but the ordinance exempts vehicles carrying the United States mails, wagons, trucks and apparatus of the Fire Department, of the Police Department, of the Bureau of Buildings and of the military, emergency repair wagons of public service corporations and ambulances when in the performance of duty and vehicles which run only on rails and tracks.

Since the first of the year, according to the records of the coroner's office, the following persons have been killed by mail auto trucks in Greater New York:

Max Shapiro, aged 9, at Fifth avenue and 117th street, April 29.

Charles Hartmann, aged 56, at Tenth avenue and Twenty-third street, May 29.

Louis Buckhalter, aged 13, at Twenty-fifth street and Ninth avenue, July 18.

Miss Cassie K. Turner, aged 21, at Thirty-fifth street and Park avenue, August 8.

Pellegrino Sabatino, aged 57, in Park place opposite the City Hall, September 2.

Pauli Sotiriadis, aged 34, at Centre and Chambers streets, September 10.

Julius Surback, aged 3, in front of his home, 7622 Fourteenth avenue, Brooklyn, October 23.

James Armstrong, aged 36, in lower Fulton street, Brooklyn, October 28.

Duncan McDougal, aged 75, at Forty-third street and Sixth avenue, October 28.

A man killed in Brooklyn, the date concerning which details the Brooklyn coroner's office professed to be unable to ascertain.

Only in the cases of Charles Hartmann and James Armstrong have the chauffeurs whose mail trucks did the



Bottom—George le Brun. Frederic R. Coudert.

killing were held for examination in the police magistrates' courts. For this state of affairs the police and the magistrates also are said to be partly to blame, the former because, for one reason or another, they do not always obtain the names of all witnesses to the accidents, the magistrates because they are said to be too lenient in accepting the plea of the accused chauffeurs that the accidents were "unavoidable."

Magistrate Herbert is one exception in this connection. In view of the letter written recently by Frederic R. Coudert, president of the National Highways Protective Society, to Mayor Kline suggesting that the Board of Aldermen

strike out the clause exempting United States mail trucks from the present speed ordinance, Magistrate Herbert sent the following letter to Mr. Coudert:

"Permit me to thank you and the National Highways Protective Society for calling public attention to the fact that there is no legal objection to restricting drivers of mail wagons to the speed limits set by municipalities. It is an old fallacy that mail drivers are such as to be subject to no legal laws, and it has led to the condition of affairs about which your society has complained. It would be well, also, for your society to call attention to some of the other exceptions in that ordinance which, in my opinion, based upon the experience I have had in disposing of those cases, are unnecessary."

"There is a still more vicious custom to which the attention of your society should also be called, namely, certain private contractors have contracts with

the Government for carrying mail. They do this, for instance, in large wagons, but the contractor also owns an automobile which, by the way, never carries mail."

"Relying upon the fallacy above referred to he is careful to have painted in red letters and placed prominently upon his automobile the words 'United States Mail Contractor.' The word 'mail' is sufficient to scare off the police, and these gentlemen go through the streets of New York at whatever rate of speed their fancy dictates. I convicted one of them a few days ago who was going at a rate of thirty miles an hour in Broadway and who, on being arraigned, called attention, with amazing assurance, to the fact that he had this sign on his automobile."

When J. J. Cassidy, general manager of the Postal Transfer Service, was asked about the killing and maiming done by the mail trucks of his company he denied that any persons had actually been killed by any of his trucks. He also explained that the Post Office Department at Washington requires that the mails shall be delivered at railroad stations from the New York main post office and branch stations on schedule time and that failure to do so subjects his company to a heavy penalty. For this reason, he said, it was necessary to make time.

On account of this plea Mr. Coudert, on October 27, wrote to Postmaster-General Burleson enclosing a copy of the letter he sent to Mayor Kline and suggesting that Mr. Burleson issue an order that greater care be taken by chauffeurs in transporting mail through the streets of New York by auto trucks at the same time directing the attention of the Postmaster-General to the fact that "there is a vicious custom which might be obviated by your de-

partment, which is that contractors having contracts with the Government for carrying mail sometimes carry on their personal automobiles, which have nothing to do with the carrying of mail matter, the words 'U. S. mail contractors.' The word 'mail' is sufficient to prevent the police from enforcing the regulations as far as they are concerned."

Secretary Cornell of the National Highways Protective Society declares that the killing and injuring of persons in the streets of New York is greater than in any other city in the country, proportionately, and adds that greater safety to pedestrians easily would be possible if the laws were properly enforced and a reasonable speed limit established in at least the more crowded sections of the city.

Mail auto trucks are not the only official offenders, however, in the matter of reckless and fast driving through the streets. Complaints have been made of the senseless and needless haste with which apparatus of the Fire Department is driven often when not on the way to a fire, but merely proceeding on business of minor importance. One illustration of this was the killing of Mrs. Elizabeth Campbell, aged 32, at Columbus Circle, on May 16, by the runaway auto of a battalion chief of the Fire Department driven by Joseph P. Hesta, an auto engineer, who tore across the Circle at a speed of thirty miles an hour.

Still other offenders are members of the Police Department, who in the small runabouts used solely for the purpose of collecting the daily official reports from the various police precincts race through the streets at their own sweet will regardless of the rights of pedestrians. With some of these police chauffeurs the rule seems to be "let 'em get out of the way if they don't want to get killed." Needless to say traffic policemen and other policemen make no effort to curb these police speed maniacs, who assume they have special rights in the city's thoroughfares.

It was only a few years ago that public indignation was constantly aroused by the killing of eight or nine persons yearly on the tracks of the New York Central Railroad in Eleventh avenue, or what came to be commonly known as "Death Avenue," although in nearly all cases it was found that the persons killed were trespassers on the railroad's property, either stealing rides on freight cars or being where they had no right to be.

Since then the number of persons killed in the streets where they had a legal right to be by automobiles has multiplied immensely but with far less protest on the part of the public. In 1911 the number of persons killed in New York streets by autos was 163; in 1912 the number was 234, while with 231 killed so far in 1913 it is reasonable to expect that the number may reach 250 by the end of the year. Twenty-seven persons were killed by autos in Greater New York in October alone.

George P. le Brun, clerk of the coroner's office in the borough of Manhattan and president of the Legislative League for the Protection of Human Life, has made the suggestion that a special bureau might be established in the Police Department for the sole purpose of investigating automobile accidents and collecting evidence which could be used in cases in which fatalities occurred. As it is at present the policeman on post may have his best to obtain the names of witnesses and ascertain the facts in connection with the killing or injury of persons by autos but he cannot leave his post for that purpose.

He turns in a report of the case at his precinct station house later. The lieutenant in charge in turn may assign a precinct detective to make an investigation, interview witnesses, &c., but as the detective may have various other matters to look up, by the time he endeavors to find the witnesses desired they have disappeared and their testimony is not to be had when the case comes before a coroner's jury, with the result that the case falls through for lack of evidence and the chauffeur whose carelessness may have been responsible for the killing of a human being is discharged.

The suggestion has been made that Mayor Kline might appoint a committee of representative citizens, of which the commissioner of police might be a member, to investigate the cases of automobile killings and injuries throughout the city, much as a committee was appointed by the late Mayor Gaynor to investigate moving picture theatre conditions, and report as to what should be done to afford greater public safety from automobiles. This plan has been successfully adopted in other cities. In Europe cities the number of killings and maimings of pedestrians in city streets is small as compared with New York's record, but they do things differently over there.

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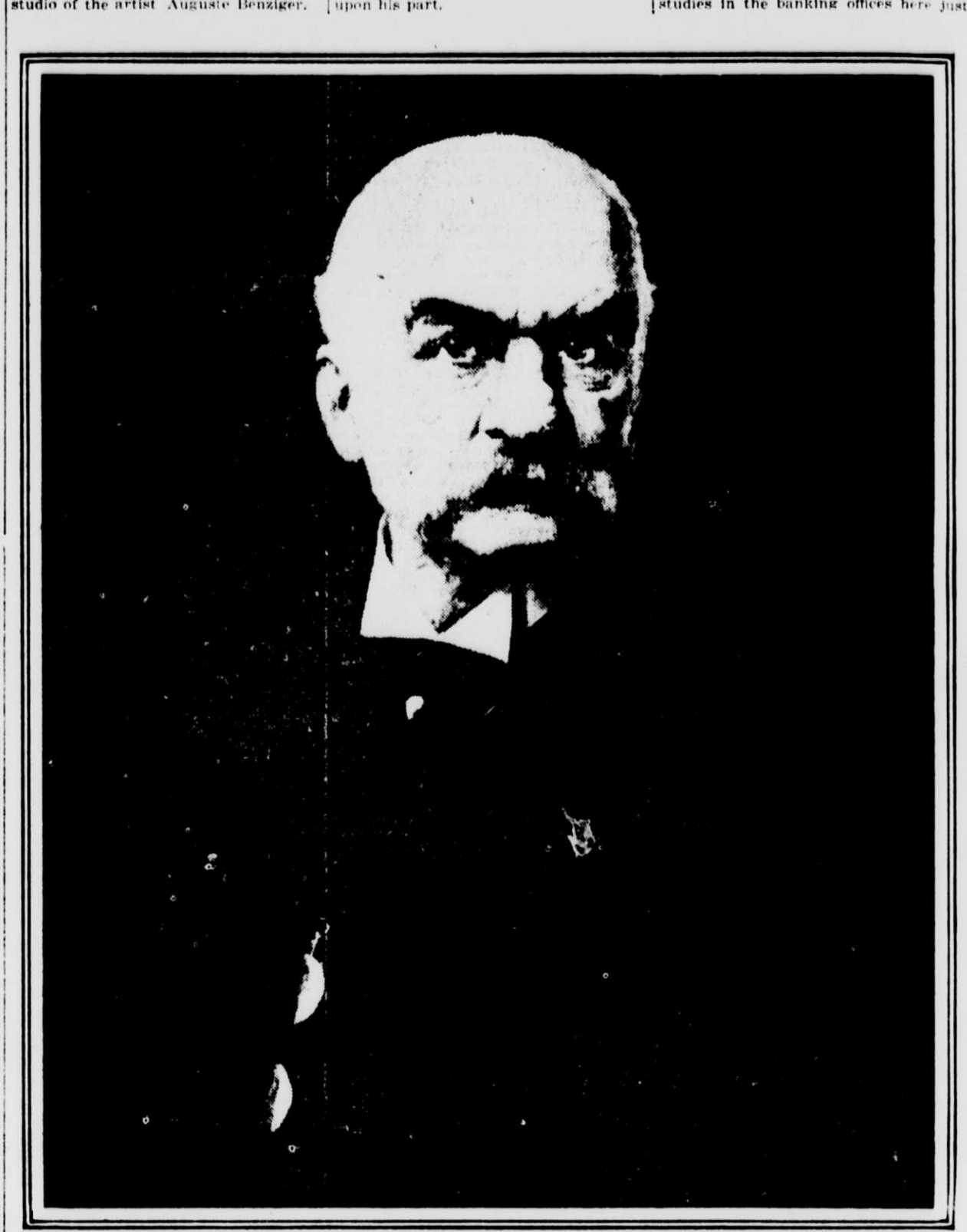
Remarkable Likeness in Last Portrait of Late J. P. Morgan

Picture by Auguste Benziger, Recently Brought to This Country, Was Painted by Artist Without Sittings During Period of Two Years

WHAT is thought to be the last portrait ever painted of the late J. Pierpont Morgan has recently been brought to this country and can now be seen in the studio of the artist Auguste Benziger.

and attitude that they knew so well. The likeness is unmistakable, but what is more remarkable is the look of command, of quiet force, for Mr. Morgan was of those whose will was imposed upon others without much visible effort upon his part.

for the portrait about the time of the Hudson-Fulton Memorial exhibition at the Metropolitan Museum of Art, where Mr. Morgan could be frequently encountered. He saw him frequently in Europe after that, but made his last studies in the banking offices here just



Latest Portrait of Mr. J. Pierpont Morgan, by Auguste Benziger.

Mr. Benziger never had any sittings from the great financier, but during a term of two years he never missed an opportunity to see and study Mr. Morgan. Counting one of Mr. Morgan's partners in the banking firm among his personal friends, he was frequently in the downtown offices, and it was there he made most of his studies, always without the knowledge of the banker. In that way the artist was enabled to watch his subject at a time when he was absolutely free from self-consciousness, a quality that is sure to attack those who enter a regulation studio to have their portraits painted, and also to see the man as he was in the midst of the work in which the entire world came to have so keen an interest.

Such of Mr. Morgan's business associates as have seen the picture agree that Mr. Benziger has secured the look

for years Mr. Benziger wished to do this portrait, for he felt that a faithful record would be held of value by the community, and that in course of time it would be regarded as a historic document. He would have preferred to have had some sittings, but finding these to be impossible he resolved to paint the picture without them. Mr. Morgan was always chary of sitting to artists, but in addition to his dislike of sitting, the time when in America was too much given to public affairs to permit of it. For that reason he was better known to the public at large in Europe than here. In America he rushed from one committee meeting to another, in Italy and France he was at leisure, and the people of those countries came to know him very well from constantly seeing him in the galleries and upon the public promenades.

Mr. Benziger made the first sketches before Mr. Morgan sailed on his last voyage to Italy. The background and certain details of the painting were finished after his death.

"How an artist can achieve a portrait like this without directly drawing from the model must always be a mystery to those in the profession understand that a large share of every portrait that is painted from life is painted more from the artist's idea of the model than from the model himself. You form a conception of the individual at the beginning, and that is what you strive to represent. In the meantime your model, fatigued by the posing or rendered self-conscious by the unusual surroundings of the studio, becomes less and less like himself, so that you are continually forced to paint the expression that you remember instead of the expression that you see before you."

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SOCIETY GATHERING AT THE SOUTHERN RESORTS--ENGAGEMENTS AND WEDDINGS

Continued from Third Page.

trimmed with duchesse lace and a tulle veil fastened with orange blossoms. She was attended by her sister, Mrs. Clarence L. Campbell, Miss Wilhelmina Mahr and Miss Mildred Coster.

Burford Taylor was the best man and the ushers were William and Charles Blashly, Jr.

Mr. and Mrs. Henry Sherin of 717 West 177th street have announced the engagement of their daughter, Stella Myers Sherin, to Ralph Baulbee, Dunham of New York. The announcement was made yesterday at a luncheon given by Miss Sherin's sister, Miss Lila Sherin. The other guests at the luncheon were Mrs. A. H. Sherin, Miss Emmeline Toubert, Miss Grace Fischer, Mrs. Marguerite Allen, Miss Cora Thees, Mrs. Geraldine Thes, Miss May Greenwald, Miss Edith Hardy and Miss Edna Otten.

Announcement has been made of the engagement of Miss Frances Canfield, daughter of Mr. and Mrs. Francis Dayton Canfield of Yonkers, to Karl Beckwith Smith, son of Mr. and Mrs. Charles Herbert Smith of 25 West Ninetieth street. No date has been set for the wedding.

Mr. and Mrs. Harry Ginsburg of 251 West Ninety-fifth street have announced the engagement of their daughter, Miss Sadie Ginsburg, to Meyer W. Stein. No date has been set for the wedding.

Miss Genevieve Winifred Beavers, daughter of Mr. and Mrs. George Washington Beavers of Blythebourne, Brooklyn, was married on Monday evening at the home of her parents to William Pittman Earle, Jr. The bride was given in white satin made with a court train of broadened satin and trimmed with point lace and embroidered chiffon. Her veil was of point applique lace and was fastened with orange blossoms. She carried orchids and lilies of the valley.

She was attended by Mrs. Frank Clinton Wright, Mrs. George W. Beavers, Jr., Miss Evelyn Carruth Beavers, her sister, and Miss Helen Talbot Earle, sister of the bridegroom. They wore rose broadened satin gowns, with minaret overdresses of milled, trimmed with lisse lace, and

finished with girdles of delft blue chiffon velvet.

Russell Ward Earle was his brother's best man; the ushers were Charles Gaylor Beavers, Louis Rhythe Hughes, R. Goldthwaite Sherrill and Alfred H. Reed.

In the presence of relatives and a few intimate friends on Tuesday, in the Washington Heights Baptist Church, Miss Marion M. Hillier, daughter of Mr. and Mrs. Henry E. Hillier, became the bride of Homer Nelson Hatch. The Rev. Harold Pattison officiated.

The bride who was given away by her father, wore a gown of pale blue satin trimmed with gold lace and a hat to match.

Miss Evelyn McCaskle of Orange, N. J., was her only attendant. She wore pink chiffon and satin and carried pink roses. William Benedict was the best man.

Mr. Hatch and his bride will spend their honeymoon in the West Indies and Panama, and on their return will live at Riverview Manor, Hastings, N. Y.

The wedding of Miss Helen Phillips and Joseph F. Frank took place on Tuesday at the home of the bride's parents, Mr. and Mrs. David L. Phillips, on Riverside Drive. Only relatives witnessed the ceremony, which was performed by the Rev. Dr. John Loveloy Elliott. Miss Edna Phillips was her sister's only attendant.

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The wedding of Miss Helen Phillips and Joseph F. Frank took place on Tuesday at the home of the bride's parents, Mr. and Mrs. David L. Phillips, on Riverside Drive. Only relatives witnessed the ceremony, which was performed by the Rev. Dr. John Loveloy Elliott. Miss Edna Phillips was her sister's only attendant.

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The bride who was given away by her father, wore a gown of pale blue satin trimmed with gold lace and a hat to match.

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